

No. 9826 - 號五十二百三千九第 日十初月十年三十緒光 HONGKONG, THURSDAY, NOVEMBER 24th, 1887. 四年禮 號四十二月一十英港香 PRICE \$2½ PER MONTH

NEW ADVERTISEMENTS

THE Undersigned has received instructions

Undersigned has received instructions.
 Sell by Public Auction, on
MONDAY,
 18th November, 1887, at Noon, at the
 rooms of Messrs. TURNER & Co. Praya,
BIDDERS WITH GROUPS OF FLAGS,
 about 3,000 **FLAGS** and **BANNERS**,
 for use in the Jubilee Celebration.
 For **SALE**—As Customers.
J. M. ARMSTRONG,
 Auctioneer.
 Hong, 24th November, 1887. [2285]
FOR SHANGHAI.
 Steamship
 "AMOOY."
 R. Kähler, will be despatched for the
 Ports to-MORROW, the 24th instant,
 P.M.
 Freight or Passage, apply to
SIEMSEN & Co.
 Hong, 24th November, 1887. [2286]
CHINA SHIPPERS' MUTUAL
NAVIGATION COMPANY,
 LHM.

GLASGOW, LIVERPOOL, AND
SINGAPORE.
Company's Steamship
"OOPACK,"
arrived from the above Ports. Consignees
are hereby informed that the Goods
being landed at this risk into the
office of the Hongkong & Kowloon Wharf &
Company, Limited, Kowloon, whence
may be obtained.
Goods will be admitted after the Goods
to the Godowns, and all claims must be
to the office of the Undersigned before the
the 28th instant, or they will not be
Insurance has been effected, and any
remaining in the Godowns after the 29th
will be subject to rent.
Cargo will be admitted for
the contrary be forward before 2
DAY.
of Lading will be Countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hong, 29th November, 1887. [2223

NOTICE TO CONSIGNEES.

S. S. "TARTAR"
FROM MIDDLESBROUGH, HAMBURG,
PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all goods, with the exception of
are being landed at their risk, in the
of the Kowloon Wharf & Godown
at Kowloon, whence and/or from the
deliveries may be obtained.
all Cargo will be forwarded unless
the contrary be given before 4 P.M.
Y.

Cargoes will be admitted after the Goods
to the Godowns, and all Goods consigned
on the 4th inst., will be subject to rent at
of One cent. per package per day.
Animals against the steamer must be pre-
sent to the undersigned on or before the 29th
they will not be received.
Fire Insurance has been effected.
of Lading will be countersigned by
ADAMSON, BELL & Co.,

FOR SALE.

AT WHOLESALE PRICES.

JONES'S SHERRY, PORT,
CLARET'S, CHAMPAGNE,
S. BURGUNDY,
W. WHISKIES, ALE, STOUT,
MINERY, PIANOS, COOKING
OVES, and TRICYCLES,
SS. BICYCLES,
S. OILS, VARNISH,
DS.
HER'S SEWING MACHINES
ply to
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 1st January, 1836. 333

FOR SALE.

SPANISH BARQUE

"TERESA."

TONE REGISTER, COPPER FASTENED and

Apply to
REMEDIOS & Co.,
or to
CAPTAIN VENERUS ROAD.
Hongkong, 19th November, 1887. 2237
FOR SALE.
THE BRITISH STEAMER
"ATHOLL,"
36 Tons Gross, 923 Tons Net Register,
and 70 H.P., with all her TACKLE,
and SPARE PARTS, AND APPURTENANCES,
is now lying in this Harbour.
For further Particulars, apply to
ADAMSON, BELL & Co.,
Agents,
Hongkong, 1st November, 1887. [2113
FOR SALE CHEAP.
CYLINDRICAL TUBULAR GUN-
BOAT'S BOILERS, 150 H.P. each, with
tested to 150 lbs. to the square inch,
and suitable for a vessel about 600 tons, or
very suitable for driving stationary
engines, 16 to 18 H.P. each by 25 ft.

TUBES in each. 1 Large STEAM
ENGINE and BOILER. 2 Vertical
Steam Engines. 2 Horizontal
Engines. 2 Steam PUMPS. 2 Hor-
izontal and 2 Diagonal Steam WINCHES.
1 PLANING MACHINE. 1 DRILLING
MACHINE. 2 EMERY TROT CARRIAGES.
1 FAN BLOWER. 5 BOXES TAPS and
2 Weston's PATENT BLOCKS, 4 and 8
2 double acting HAND PUMPS. 1
Hand-Powered Treadle Sewing Ma-
CHINE. 1 LAUNDRY, capable of washing about
sixteen pieces per day, with Boiler and Engine.
Hand-Power Patent STEEL FLOUR
MILL by Parsonage of New Castle
England. 1 Hand-Power RICE SEPELLING
MACHINE, by Nicholson, of New-castle-on-Tyne.
The above Machinery are new or as good
as new. For further Particulars, apply to
J. M. ARMSTRONG,
"Antioneer,
Queen's Road,
Singapore."

FOR SALE.

WAGNER & SONS, DISTRICT

-HEIDSIECK & Co.-
 OPOLE RED SEAL (medium dry).
 Do. "sec" RED FOIL (dry).
 Do. GOLD FOIL (extra dry).
 Do. do. (extra dry).
 CARLOWITZ & Co.,
 Sole Agents for
 HEIDSIECK & Co., REIMS
 For Hongkong, China, and Japan.
 Hongkong, 1st July, 1885. [1263
 QUARE BOTTLE WHISKY
 NAPIER JOHNSTON'S BLEND.
 Superb Quality,
 FLEET, PALMER & Co.'s SELECTION.
 Apply to LANE, CRAWFORD & Co.,
 Hongkong.

INTIMATIONS.

1887. NOW READY. 1887.

THE CHINESE DIRECTORY
FOR 1897.
With which is incorporated
THE CHINA DIRECTORY.
(Twenty-Fifth Annual Issue.)
COMPLETE, WITH APPENDIX, PLATES, &c., &c.,
Bound 8vo., pp. 1,150., \$5.00.
SMALLER EDITION, pp. 800., \$3.00.

"THE CHINESE DIRECTORY"
has been thoroughly revised and brought up
to date, and is again much increased in bulk.

A. S. WATSON & CO., LIMITED.

ARE NOW SHOWING

NEW SEASON'S

CHRISTMAS & NEW YEAR CARDS

INCLUDING SOME

CHROMOS OF SWISS AND HOME

SCENERY.

SUITABLE FOR FRAMING.

CHRISTMAS CONFECTIONERY

WILL BE OPENED OUT IN A FEW DAYS.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Hongkong, 15th September, 1897.

[22]

NOTICE TO CORRESPONDENTS.

Orders for extra copies of the Daily Press should

be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

TELEPHONE NO. 12.

DEATH.

In France, on the 21st November, 1897, the Rev.

Charles Edmund PATRICK, Superior of the French

Mission Sanatorium, Peking.

[22]

The Daily Press.

HONGKONG, NOVEMBER 24TH, 1897.

THE TOWN OF THE FINEST OF THE MARINE COURT

of Inquiry, held on the 22nd inst., to investigate

the circumstances attending the burning of

the steamer *Wah Yung* will be generally en-

dorsed, though a good deal of sympathy will

be felt for Captain Warr. In accepting the

command of the vessel he undertook certain

responsibilities, and has by ill fortune be-

come the scapegoat for the sins of the

owners. No doubt Captain Warr imagined

that his business was to navigate the ship

and not to count or dispose of the numerous

passengers she carried. The commander did

that, and probably, as the captain suggested,

no interference in that matter on his part

would have been allowed. But while the

consequences have fallen upon the shoulders

of Captain Warr, the moral responsibility

for the carrying of the passengers in the

hold with its attendant risk rests mainly

upon the owners of the vessel. If they

did not know that the passengers were

incurring a frightful peril in travelling

in a keel-hauled vessel, they must have been

stupid indeed. It is difficult to believe that

they were blind to the danger; rather, we

imagine, like most Orientals, they let things

take their chance, in the fatal hope and

belief that no harm would result. It is

simply astonishing to what perils the average

Chinese man will expose himself and others

to either save money or trouble; the "can do"

principle is carried into practice by him to

an extent inconceivable to the comparatively

careful and provident Western; indeed, it

too often governs the Chinaman's whole

existence. It may be questioned whether

the passengers were aware of the peril they

ran, they would have consented to fore-

go the luxury of a smoke, probably received

as they are in the use of lights. The

fearful explosion at Amoy was probably due

to some carelessness on the part of a coolie.

Careless indifference in presence of

danger is not confined, however, to Chi-

nese. Many an explosion in mines in Eng-

land has been due to the miner's determina-

tion to smoke at all hazards.

The Government, warned by the fate of

the *Wah Yung*, will, we trust, take effective

measures to prevent the recurrence of an

other similar disaster. The Court of Inquiry

expresses the opinion that some restrictions,

if not total prohibition, should be placed on

ships having more than twelve passengers

from carrying kerosene oil and other dan-

gerous goods. We would go further and

say that no passenger steamer should carry

kerosene oil as cargo, in any quantity, or, if

the ship where passengers might law-
fully be carried were full, and that
those in the hold were passengers in
excess. An explanation negating this in-
ference is given, namely, that during the
cold season the passengers are allowed to go
instead of travelling on deck. We be-
lieve, however, there were some passengers
on deck, and it is to be regretted that in the
course of the inquiry an attempt was not
made to ascertain more accurately the total
number on board by examining the witnesses
as to their estimates of the number carried
in the different parts—the 'tween deck, the
awning deck, and the other hold. But when
the vessel had on board more passen-
gers than she was licensed to carry or, at
the least, the fact remains that passengers were carried
in an unlicensed part of the ship, and it is
probably to this that the fire owes its origin,
a lighted match or something of the kind
having fallen through the platform
fitted up for the accommodation of the
passengers on to the cargo below or the her-
sely-saturated ceiling. It appears, moreover,
that it had been the practice to carry passen-
gers in this part of the ship. It is here that
the responsibility of the Government comes
in. Why was this breach of the law not
detected when the practice first commenced?
Laws are of no use in the absence of in-
spection for enforcing them. A law against
stealing would afford small protection to
property if there were no policemen to catch
the thieves; in the same way regulations
governing passenger ships will contribute
little to the safety of the passengers if no
steps are ever taken to see whether they are
complied with. More especially is such in-
quiry necessary where the owners of the
vessel are Chinese. In the case of the Hong-
kong, Canton, and Muen Steamboat Com-
pany, Limited, and the China Navigation Com-
pany, the Company's rules presumably run
in harmony with the provisions of the law;
if all events we venture to say that no com-
missioner for Devon and Cornwall, under the
Regulation Act of 1863, returned to the
Board of Trade, as the Chinese agent of the
vessel, in 1897, and became a member of the
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